

SECURITY INFORMATION  
CENTRAL INTELLIGENCE AGENCY

REPORT

## INFORMATION REPORT

CD NO.

COUNTRY USSR (Karelo-Finnish SSR)  
SUBJECT Airfields Near Petrozavodsk

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25 YEAR RE-REVIEW

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1. An airfield was on the northern border of Petrozavodsk (34° 20' E/61° 46' N), Karelo-Finnish SSR, on the shore of Lake Onega, north of a small river. The landing field was about 1,000x500 meters. About 10 wooden sheds were in the southwestern corner of the field, which was occupied by about 15 biplanes. In winter the planes were fitted with ski runners.
2. A second airfield, 1,200x600 meters, was northwest of the town about 3 km northwest of a wood factory, between the road to Murmansk and Solomenno (34° 20' E/61° 51' N) which runs along the shore of the lake. Three 3-story wooden quartering buildings, one wooden 2-story administration building and a radio station were on the southern border of the field.
3. A wooden parachute tower, about 25 meters high, with attached parachutes was on the southern bank of the river which flows through the town. It was by the easternmost road bridge and the storage dam. Juveniles were trained there.

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4. An about 2,000x1,000-meter airfield was about 3 km northwest of the town, about 100 meters east of the railroad line to Murmansk and 1,000 meters west of Lake Onega. Three or four hangars were on both the western and eastern sides of the field which had a concrete runway. Only biplanes and twin-engine Douglas aircraft were stationed at the field.
5. A second field, 2 km square, was north of the town close to Lake Onega. A large hangar was on the northern border of the field. A concrete taxiway was available. There was little flying. Twin-engine Douglas aircraft, mail or courier planes, landed there every day.
6. A steel parachute tower about 40 meters high was about 70 meters south of a sawmill 50 meters west of Lake Onega.
7. An airfield was northwest of the town, on the border of a woods, east of the branch railroad line from Petrozavodsk to Finland and Murmansk. Four small corrugated sheet metal hangars and a weather station were on the border of the field; about six log houses, officers and RM quarters, were on both sides of the approach road.
8. The field was occupied by four to six twin-engine commercial planes, two or three biplanes and one or two fighters.
9. Training flights with biplanes and fighters were seen daily. A pilot school was apparently located there. After November the aircraft

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took off and landed on the frozen lake.

10. A seaplane base was on the northern border of the town.
11. A 2,000x1,000-meter airfield was about 4 km north of Petrozavodsk west of the road to Solomenno. A cemetery was south of the field. The landing field was being extended to the northwest. About 30 aircraft revetments were seen.
12. Two wooden sheds equipped with machine tools and housing a spare parts depot were at the field. There was also a 3-story flight control station, three quartering buildings (wooden structures) and a radio station with a cabin and three radio trucks.
13. The field was occupied by about 20 low-wing monoplanes fitted with radial engine, retractable landing gear and tail wheel, two twin-engine aircraft fitted with radial engines and single rudder assembly, and two sesquiplanes (Anderthalbdecker, a biplane with considerably shorter lower wings) with in-line engine and rigid landing gear.
14. The low-wing monoplanes made individual flights, the biplanes local flights. During the winter months all the planes were started by trucks which had a grid-like attachment to their radiators (observed from a distance of 500 meters).

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15. About 100 men, most of them belonging to younger age classes, comprised the airfield personnel.
16. A seaplane base, 500x300 meters, was about 1½ km north of the town. A sloping concrete apron with two narrow-gauge tracks, two winches and two sheds on it led to the lake. A radio station with a cabin and an antenna mast 20 meters high (umbrella-shaped antenna) was at the southern corner of the area. While repairing the power unit of the radio station source noticed that it was a 200-Watt short wave transmitter.
17. In January 1949 two seaplanes, sesquiplanes, fitted with one in-line engine, straight wings, rigid floats, similar to the sesquiplanes were seen at the flying field. Every day such a plane took off in the morning, at noon and in the late afternoon, climbing to an altitude of about 1,000 meters. The flights lasted for 20 to 30 minutes and were made the year-round in all weather. Twelve marines, including 8 NCOs, were observed. The installation allegedly was a weather station.
18. The airfield northwest of the railroad station, east of the railroad line, had three brick barracks buildings and a radio station on the road to the town, 8 to 10 wooden buildings and a club house in addition to two or three garages, and a brick headquarters building.
19. About 90 single and twin-engine aircraft, allegedly IL-2 and IL-4 planes, were stationed at the field.

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20. The seaplane base had a water surface about 1 km square, marked by buoys. The pertaining technical installations covered about 120x40 meters.
21. An airfield was about 6 km north of the town on the border of a woods, east of a railroad line. A fuel dump was north of an E-W approach road, and the landing field and the airfield installations (wooden sheds and cantonment buildings) were south of this road.
22. About 100 single and multi-engine planes, including IL-2s, were stationed at the field. Flying was intensive, single-engine planes being chiefly observed. Three of them would take off at the same time.
23. A seaplane base with numerous wooden sheds and small hangars was north of the town. Flying with single-engine biplanes and multi-engine seaplanes, fitted with ski runners in winter, was seen.
24. A parachute tower with a pointed roof was a few hundred meters off the main street leading to Kirovo Square. Parachute jumps were continually observed up to early April.
25. The seaplane base and flying field on the northern border of the town was about 1,000x300 meters, had two wooden sheds and mooring sites for land planes and seaplanes.
26. About 10 biplanes and five twin-engine bombers with glazed nose and a directional loop

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antenna, fitted with single rudder assembly and retractable landing gear, were stationed at the field. Six seaplanes, high-wing monoplanes fitted with floats, were also stationed there. One engine of these planes was fitted over the center of the fuselage, and they had a 4-bladed propeller, single rudder assembly, and a 2-man crew.

27. Individual flights with biplanes, bombers and seaplanes were seen. The bombers stayed aloft for about two hours, the seaplanes for 30 to 75 minutes. In winter the seaplanes were fitted with ski runners.
28. An air force unit, 150 to 200 men, was quartered in the barracks 500 meters south of the railroad station. They were daily trucked to the airfield, and back to their barracks. \*\*\*

\* Comment. See Annex 1.  
\*\* Comment. See Annex 2.  
\*\*\* Comment. This is the first post-war information on the airfields near Petrozavodsk. Three airfields are assumed to exist there. One is an improved field about 3 1/2 km northwest of the town perimeter with a runway and three or four hangars. It seems to be occupied by a pilot school and possibly also by a ground attack or fighter unit. Second is a small combined flying field and seaplane base on the northern border of the town, possibly occupied by a naval pilot school (training of seaplane pilots). Third is a seaplane base north of field b above, probably used for weather service flights. The repeatedly mentioned parachute tower presumably serves for the training of juveniles within the framework of the DOJAV activities.

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- 2 Annexes: (1) Parachute Tower Seen in Petrozavodsk  
(2) Airfields near Petrozavodsk.

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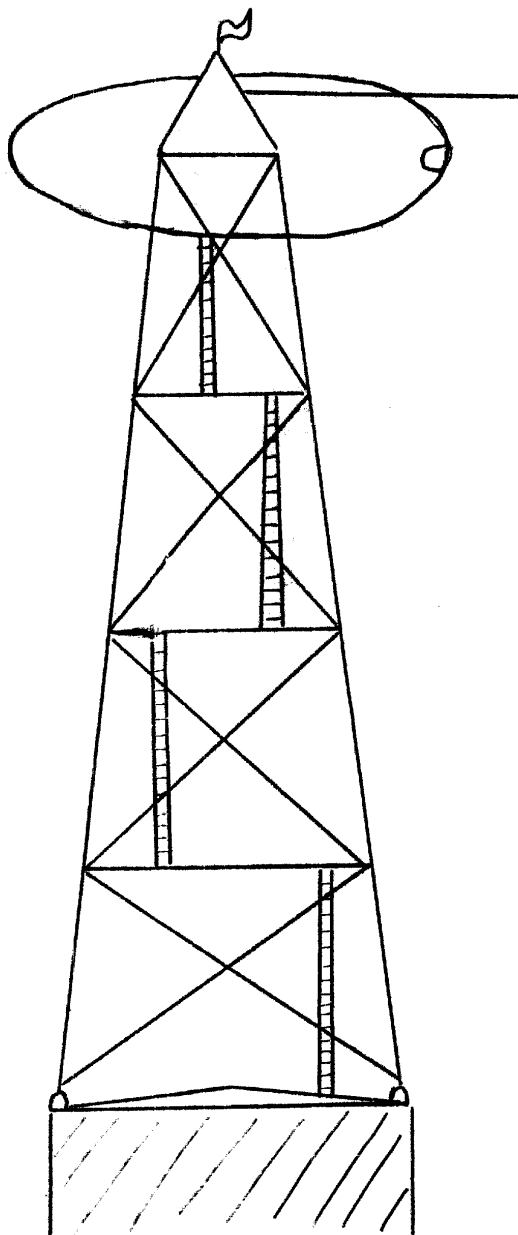
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Parachute Tower Seen in Petrozavodsk



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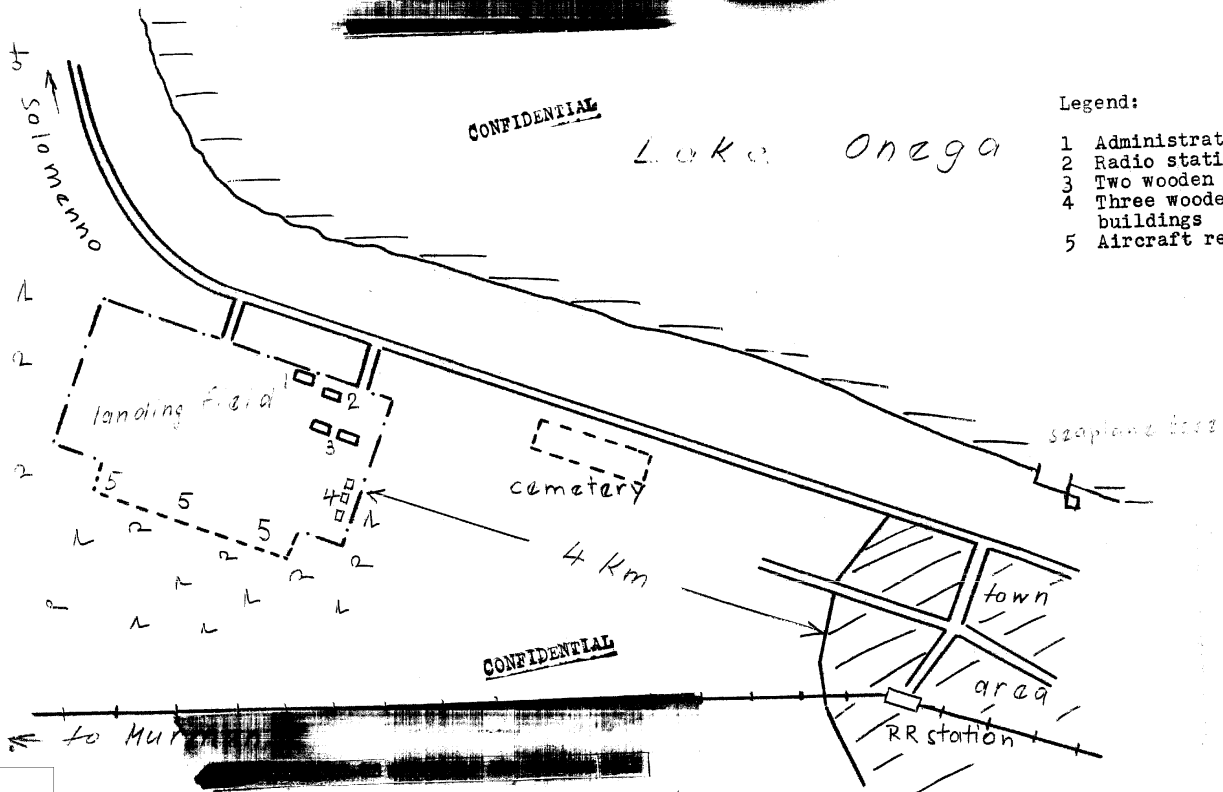
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Lake Onega

Legend:

- 1 Administration building
- 2 Radio station
- 3 Two wooden sheds
- 4 Three wooden cantonment buildings
- 5 Aircraft revetment boxes



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